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PROVISIONAL APPLICATION FOR PATENT COVER SHEET

This is a request for filing a PROVISIONAL APPLICATION FOR PATENT under 37 CFR 1.53(c).

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19249 U.S.PTO
60/549,793



INVENTOR(S)			
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Additional inventors are being named on the one (1) separately numbered sheets attached hereto			
TITLE OF THE INVENTION (500 characters max)			
HIGHLY INSULATED EXHAUST MANIFOLD			
Direct all correspondence to: CORRESPONDENCE ADDRESS			
<input checked="" type="checkbox"/> Customer Number:	00116		
OR			
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ENCLOSED APPLICATION PARTS (check all that apply)			
<input checked="" type="checkbox"/> Specification Number of Pages	24	<input type="checkbox"/> CD(s), Number	
<input checked="" type="checkbox"/> Drawing(s) Number of Sheets	4	<input checked="" type="checkbox"/> Other (specify)	return postcard
<input type="checkbox"/> Application Data Sheet. See 37 CFR 1.76			
METHOD OF PAYMENT OF FILING FEES FOR THIS PROVISIONAL APPLICATION FOR PATENT			
<input checked="" type="checkbox"/> Applicant claims small entity status. See 37 CFR 1.27.	FILING FEE Amount (\$)		
<input checked="" type="checkbox"/> A check or money order is enclosed to cover the filing fees.			
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[Page 1 of 2]

Respectfully submitted,

SIGNATURE

TYPED or PRINTED NAME Steven J. Solomon

TELEPHONE 216-579-1700

Date March 3, 2004

REGISTRATION NO. 48719

(if appropriate)

Docket Number: 36452

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Docket Number 36452

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[Page 2 of 2]

Number 1 of 1

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15841
U.S. PATENT AND TRADEMARK OFFICE
**FEE TRANSMITTAL
for FY 2004**

Effective 10/01/2003. Patent fees are subject to annual revision.

 Applicant claims small entity status. See 37 CFR 1.27

TOTAL AMOUNT OF PAYMENT (\$ 80.00)

Complete If Known

Application Number	
Filing Date	
First Named Inventor	Ajit Y. Sane
Examiner Name	
Art Unit	
Attorney Docket No.	36452

METHOD OF PAYMENT (check all that apply)
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FEE CALCULATION**1. BASIC FILING FEE**

Large Entity	Small Entity	Fee Code (\$)	Fee Code (\$)	Fee Description	Fee Paid
1001 770	2001 385	Utility filing fee			
1002 340	2002 170	Design filing fee			
1003 530	2003 265	Plant filing fee			
1004 770	2004 385	Reissue filing fee			
1005 160	2005 80	Provisional filing fee	80.00		
SUBTOTAL (1)		(\$ 80.00)			

2. EXTRA CLAIM FEES FOR UTILITY AND REISSUE

Total Claims	Independent Claims	Multiple Dependent	Fee from below	Extra Claims	Fee Paid
				-20** =	
				- 3** =	

Large Entity	Small Entity	Fee Description
1202 18	2202 9	Claims in excess of 20
1201 86	2201 43	Independent claims in excess of 3
1203 290	2203 145	Multiple dependent claim, if not paid
1204 86	2204 43	** Reissue independent claims over original patent
1205 18	2205 9	** Reissue claims in excess of 20 and over original patent
SUBTOTAL (2)		(\$)

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3. ADDITIONAL FEES

Large Entity Small Entity

Fee Code (\$)	Fee (\$)	Fee Code (\$)	Fee (\$)	Fee Description	Fee Paid
1051 130	2051 65	Surcharge - late filing fee or oath			
1052 50	2052 25	Surcharge - late provisional filing fee or cover sheet			
1053 130	1053 130	Non-English specification			
1812 2,520	1812 2,520	For filing a request for ex parte reexamination			
1804 920*	1804 920*	Requesting publication of SIR prior to Examiner action			
1805 1,840*	1805 1,840*	Requesting publication of SIR after Examiner action			
1251 110	2251 55	Extension for reply within first month			
1252 420	2252 210	Extension for reply within second month			
1253 950	2253 475	Extension for reply within third month			
1254 1,480	2254 740	Extension for reply within fourth month			
1255 2,010	2255 1,005	Extension for reply within fifth month			
1401 330	2401 165	Notice of Appeal			
1402 330	2402 165	Filing a brief in support of an appeal			
1403 290	2403 145	Request for oral hearing			
1451 1,510	1451 1,510	Petition to institute a public use proceeding			
1452 110	2452 55	Petition to revive - unavoidable			
1453 1,330	2453 665	Petition to revive - unintentional			
1501 1,330	2501 665	Utility issue fee (or reissue)			
1502 480	2502 240	Design issue fee			
1503 640	2503 320	Plant issue fee			
1460 130	1460 130	Petitions to the Commissioner			
1807 50	1807 50	Processing fee under 37 CFR 1.17(q)			
1806 180	1806 180	Submission of Information Disclosure Stmt			
8021 40	8021 40	Recording each patent assignment per property (times number of properties)			
1809 770	2809 385	Filing a submission after final rejection (37 CFR 1.129(a))			
1810 770	2810 385	For each additional invention to be examined (37 CFR 1.129(b))			
1801 770	2801 385	Request for Continued Examination (RCE)			
1802 900	1802 900	Request for expedited examination of a design application			

Other fee (specify) _____

*Reduced by Basic Filing Fee Paid

SUBTOTAL (3) **(\$)**

SUBMITTED BY		(Complete if applicable)		
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Signature			Date	03/03/2004

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1 HIGHLY INSULATED EXHAUST MANIFOLD

2 BACKGROUND OF THE INVENTION

3 Field of the Invention

4 The present invention relates to an exhaust manifold, and more particularly to a highly
5 insulated exhaust manifold for an internal combustion engine in a motor vehicle.

6 Description of Related Art

7 Catalytic converters in motorized vehicles, particularly passenger automobiles, must
8 reach a certain temperature before they "light off". Light off occurs when the catalytic
9 converter begins to convert harmful pollutants by oxidizing carbon monoxide and
10 hydrocarbons to CO₂, and reducing NO_x to N₂ and O₂. It is important to minimize the time to
11 light off once a car is started to minimize the amount of harmful pollutants emitted to the
12 atmosphere.

13 Catalytic converters typically are heated to light off by the high temperature engine
14 exhaust gas itself. Unfortunately, the catalytic converter normally is mounted downstream of
15 the exhaust manifold which conducts the heated exhaust gas from the engine. A typical
16 exhaust manifold is made of metal, or substantially made of metal. Metal exhaust manifolds
17 conduct and disperse thermal energy away from exhaust gas to the outside atmosphere. This
18 loss in thermal energy reduces the exhaust gas temperature before it reaches the catalytic
19 converter and delays light off.

20 Various techniques for insulating exhaust manifolds and/or for providing other means
21 to speed up light off have been suggested and attempted. Cast iron exhaust manifolds are
22 useful but heavy. Also, the mass (large thermal mass) of iron drains heat from the exhaust
23 gas. Welded tubing exhaust manifolds have less mass, but are complicated and expensive.
24 Double-walled welded tubing exhaust manifolds have been suggested, with an air gap
25 between the walls, but the two walls have the same thickness and are both structural and such
26 an exhaust manifold would be unreasonably complex to manufacture.

27 U.S. Patent No. 5,419,127 teaches an exhaust manifold having inner and outer metal
28 walls enclosing a layer of insulating material. Because the inner layer is metal and defines
29 the wall of the exhaust gas pathway (i.e. it contacts the traveling exhaust gas), it conducts
30 heat from the traveling exhaust gas thus delaying light off. In addition, the metal inner layer
31 is subject to erosion or loss of integrity over time from thermal cycling.

1 U.S. Patent Application Serial No. 10/008,828, Notice of Allowance mailed
2 December 16, 2003, describes an insulated exhaust manifold having a ceramic inner layer
3 and a ceramic insulation layer encased in a metallic outer structural layer. This arrangement
4 has proven effective at substantially reducing the amount of heat conducted away from
5 exhaust gases while traveling through the exhaust manifold on the way to the catalytic
6 converter. For example, for exhaust gas whose initial engine-exit temperature is in the range
7 of about 1800-2000°F, a manifold constructed as described above exhibits an outer surface
8 temperature (outer surface of the metallic layer) of about 850-900°F. This is a substantial
9 improvement over entirely metal exhaust manifolds, whose outer surface temperature for the
10 same exhaust gas typically would range from 1300-1500°F. However, it is desirable to
11 reduce even further the degree of heat conducted away from the exhaust gas in the exhaust
12 manifold, such that the outer surface temperature of the manifold is even cooler; e.g. less than
13 600, 500 or 400°F, or lower. Such a low degree of heat conduction will translate into hotter
14 exhaust gas on exiting the manifold, resulting in faster catalytic converter light off.

15 Accordingly, there is a need in the art for a highly insulated exhaust manifold that
16 substantially reduces the amount of heat conducted or convected away from the exhaust gas,
17 even compared to the ceramic insulated manifold described above.

18 SUMMARY OF THE INVENTION

19 An exhaust manifold is provided having a ceramic inner layer defining an exhaust gas
20 passageway, a composite insulation zone disposed exterior to and adjacent the inner layer,
21 and an outer structural layer disposed exterior to the composite insulation zone. The
22 composite insulation zone includes at least one metallic foil layer.

23 BRIEF DESCRIPTION OF THE DRAWINGS

24 Fig. 1 is a top view of an exhaust manifold of the present invention for conducting
25 exhaust gas away from one side of a typical V-6 engine.

26 Fig. 2 is a cross-sectional view taken along line 2-2 in Fig. 1, showing an embodiment
27 of the manifold having an inner layer, a composite insulation zone, a strain isolation layer,
28 and an outer structural layer.

29 Fig. 3 is a cross-sectional view as in Fig. 2, wherein the composite insulation zone is
30 composed of alternating discrete metallic foil and ceramic layers, according to a preferred
31 embodiment of the invention.

32 Fig. 4 is a cross-sectional view as in Fig. 2, wherein the composite insulation zone is

1 composed of a plurality of metallic foil layers, with adjacent ones of the foil layers enclosing
2 and defining substantially evacuated annular spaces therebetween, according to a further
3 preferred embodiment of the invention.

4 Fig. 4a is a longitudinal cross-section of the composite insulation zone of Fig. 4
5 shown apart from the manifold, showing the individual metallic foils joined together along
6 the circumference of their respective terminal edges, thereby defining the annular spaces in
7 between adjacent foils.

8 Fig. 5 is a cross-sectional view as in Fig. 2, wherein the composite insulation zone is
9 composed of at least one pair of opposing metallic foil layers enclosing and defining an
10 annular space therebetween, wherein the annular space is filled with substantially evacuated
11 glass or ceramic microspheres according to a further preferred embodiment of the invention.

12 Fig. 6 is a cross-sectional view taken along line 6-6 in Fig. 1, showing an
13 embodiment of the manifold having an inner layer, a composite insulation zone and an outer
14 structural layer, where the composite insulation zone has been provided with a plurality of
15 intumescent tabs in openings made at discrete locations through the layers of the composite
16 insulation zone.

17 DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS OF THE INVENTION

18 In the description that follows, when a range such as 5 to 25 (or 5-25) is given, this
19 means preferably at least 5 and, separately and independently, preferably not more than 25.

20 The term ceramic includes any inorganic compound, typically (though not necessary)
21 crystalline, formed between a metallic (or semimetallic) and a nonmetallic element, and
22 mixtures thereof; for example, alumina (Al_2O_3), titania (TiO_2), and boron nitride (BN), where
23 Al and Ti are metallic elements, B is semimetallic, and O and N are both nonmetallic.
24 Ceramics also include mixtures of ceramic compounds; i.e. soda-lime-silica glass is a ceramic
25 composed of sodium oxide, calcium oxide and silicon oxide. As used herein, a ceramic (such
26 as a ceramic layer, ceramic fibers or filler material, or any other ceramic component or
27 material) can be and preferably is substantially ceramic; preferably comprising at least 80,
28 preferably at least 85, preferably at least 90, preferably at least 92, preferably at least 94,
29 preferably at least 96, preferably at least 98, wt.% ceramics as described in the preceding
30 sentence, with the balance being additives and/or contaminants. Ceramics or ceramic
31 materials include glasses, such as borosilicate glass, aluminosilicate glass, calcium
32 aluminoborate glass, calcium aluminoborosilicate, and other known or conventional glass
33 materials. Glasses are a special subclass of ceramic materials having an amorphous structure.

1 An exhaust manifold according to the invention has at least one inlet and at least one
2 outlet. With reference to Fig. 1, an exhaust manifold 10 is shown having three inlets or
3 runners 5, 6 and 7 and one collector or outlet tube 8. Preferably, runners 5, 6, and 7 have
4 inlet flanges 14, 15 and 16 respectively for mounting to exhaust ports in the engine block, and
5 outlet tube 8 preferably has an outlet flange 12 for mounting to the exhaust pipe of an exhaust
6 system. The manifold pictured in Fig. 1 is configured to conduct exhaust gas away from one
7 side of a typical V-6 internal combustion engine. Exhaust gas from each of three cylinders
8 on one side of the engine (not shown) enters that cylinder's corresponding runner 5, 6 or 7 in
9 the exhaust manifold and exits the manifold through outlet tube 8. The outer surfaces of the
10 inlet flanges preferably define a plane of assembly for mounting the exhaust manifold 10 to
11 the head of the internal combustion engine. The inlet flanges 14, 15, and 16, and outlet
12 flange 12 are all preferably made from cast iron or steel.

13 It will be understood that an invented manifold can be configured having, for
14 example, 2, 4, 6, or any number of runners to accommodate engines having different numbers
15 of cylinders (e.g. 4, 8, 12, etc.) and different configurations (e.g. in-line instead of V-oriented
16 cylinders).

17 Referring to Fig. 2, manifold 10 is composed of multiple layers. Preferably, all the
18 runners and the outlet tube have the same multiple layer construction. The manifold 10 has at
19 least the following layers: inner layer 22, composite insulation zone 24, and outer structural
20 layer (or outer layer) 28. Optionally and preferably, manifold 10 also has a strain isolation
21 layer 26 disposed between outer layer 28 and insulation zone 24. The compositions and
22 physical characteristics of each of the above layers will now be described.

23 Inner layer 22 defines an exhaust gas passageway 20 preferably having a diameter of
24 1-3 inches. Inner layer 22 is a dense ceramic layer or glaze that provides a smooth,
25 nonporous or substantially nonporous, thermally resistant inner surface 21 for contacting hot
26 exhaust gas as it passes through the manifold 10. The inner layer 22 is preferably composed
27 of non-fibrous thermal shock resistant and erosion resistant dense ceramic, less preferably of
28 ceramic fibers and a non-fibrous ceramic filler material. It is preferred that the non-fibrous
29 dense ceramic is chosen from one or more of phases belonging to ceramic multi-component
30 systems comprising alumina-silica-calcia-magnesia-titania. While oxide materials are
31 usually cheaper to fabricate, it is also possible to consider a combination of non-oxide or
32 oxide and non-oxide systems such as Si_3N_4 , SiC , Si/SiC , $\text{Si}/\text{Si}_3\text{N}_4$ (e.g., the notation Si/SiC
33 means silicon bonded SiC) and $\text{SiC}-\text{Si}_3\text{N}_4-\text{Al}_2\text{O}_3-\text{Y}_2\text{O}_3$. The primary selection criterion is the

1 thermal shock resistance under cyclic conditions when the engine is quickly turned to full
2 power after it is allowed to be at ambient temperature. In the case of fibrous materials, the
3 ceramic filler material preferably fills the void or interstitial space between the fibers, and
4 preferably coats the fibers. The ceramic fibers are preferably aluminosilicate fibers, less
5 preferably silica fibers, less preferably alumina (such as Saffil from DuPont) or zirconia
6 fibers, less preferably alumina-borosilicate fibers (such as Nextel from 3M), less preferably a
7 mixture thereof. The above ranking of ceramic fibers is largely based on material cost and/or
8 shrinkage under operating and processing conditions. Aluminosilicate fibers are presently the
9 most widely available ceramic fibers (they are less expensive than alumina or zirconia), that
10 are suitable to withstand the temperature ranges for many exhaust manifolds, typically 1600-
11 1800°F. Any of the above fibers will perform adequately for most exhausts having a
12 temperature of about 1600-1800°F (i.e. automobile exhausts). Silica can withstand exhaust
13 temperatures up to about 2100°F, while the more expensive alumina and zirconia fibers can
14 withstand exhaust temperatures up to 2300°F and beyond. These more expensive fibers
15 should only be used when required to withstand such high-temperature exhausts over a
16 sustained time interval.

17 The ceramic filler material in inner layer 22 is selected to be stable or substantially
18 stable against oxidation in strong oxidizing environments up to 1600, 1800, 2000, 2100, or
19 2300, °F, or greater, as the application requires. Material preference can be based on factors
20 other than but not excluding performance. Such additional factors may include cost, ease of
21 fabrication or incorporation into a particular manufacturing scheme, and thermo-mechanical
22 compatibility with other constituents. Preferred ceramic filler materials suitable to withstand
23 oxidation up to 2100°F are alumina, mullite (aluminosilicate), silica, other metal oxides (e.g.
24 titania, magnesia, or ceria), partially stabilized zirconia (PSZ), silicon carbide, silicon nitride,
25 aluminum nitride, silicon boride, molybdenum disilicide, as well as borides, carbides, nitrides
26 and oxides of refractory metals, and mixtures thereof. Included in these materials is a glass
27 or glass-ceramic frit constituent of some of these components: alumina, silica, B_2O_3 , P_2O_5 ,
28 TiO_2 and an alkaline earth oxide such as MgO , CaO or a mixture thereof. Less preferably,
29 the ceramic filler material can be an alkaline oxide or transition metal oxide. Alkaline oxides
30 and transition metal oxides may provide similar performance to alumina or silica filler
31 materials in inner layer 22. Less preferably, the ceramic filler material in inner layer 22 is
32 SiC , SiB_4 , Si_3N_4 , or a mixture thereof. Such materials are even less preferred when the
33 ceramic filler material in inner layer 22, particularly non-fibrous and crystalline ceramic, is in

1 the sintered form. Less preferably, the ceramic filler material can be those glasses that may
2 cause unacceptable dimensional changes in ceramic fibers, for example, when used in
3 conjunction with silica or high silica fibers: glasses such as alkali containing calcium
4 borosilicate glass, aluminosilicate glass, calcium aluminoborate glass, less preferably any
5 other glass material capable of withstanding exhaust temperatures of 1200, preferably 1400,
6 preferably 1600, preferably 1800, preferably 2100, °F. Less preferably, ceramic filler material
7 in inner layer 22 can be any other highly refractive ceramic material known in the art. The
8 ceramic filler material preferably is provided as a ceramic powder (preferably colloidal when
9 used as an inorganic binder) which, once it is fired, preferably forms into and fills the spaces
10 between, preferably coating, the ceramic fibers. The ceramic fibers can be short fibers, long
11 fibers, or a mixture thereof. Preferably, short fibers have a length of about 10-1000,
12 preferably 20-100, μm , and long fibers have a length greater than 10,000 μm (10 mm). Both
13 long and short fibers preferably have a diameter of 0.1-20, preferably 0.15-10, preferably 0.2-
14 5, μm . Inner layer 22 is preferably 40-98, preferably 50-96, preferably 60-94, preferably 70-
15 92, preferably 75-90, wt. % ceramic filler material, balance ceramic fibers. Inner layer 22
16 preferably has a porosity less than 20%, preferably less than 15%, preferably less than about
17 10%, with the localized porosity at the inner surface 21 of inner layer 22 being near zero or
18 substantially zero, preferably less than 5, preferably less than 3, preferably less than 1,
19 percent. It is important to have a very low (near zero) localized porosity at the inner surface
20 21 in order to provide a gas-tight or substantially gas-tight exhaust passageway 20, and
21 further to provide a highly smooth surface to minimize frictional losses and pressure drop
22 across the manifold 10. Preferably, inner layer 22 has a thickness of 0.05-8, preferably 0.08-
23 3, preferably 0.1-2, mm. In the case of non-fibrous composition, inner layer 22 has a
24 thickness of 0.05-10 mm, preferably 0.1-8 mm, preferably 1-6 mm.

25 The inner layer has low thermal conductivity and thermal diffusivity compared to
26 metal. In addition, it is backed up by a highly insulating zone 24 as shown in Fig. 2 and
27 described below. Consequently, the passing exhaust gas in passageway 20 retains a much
28 greater proportion of its thermal energy rather than conducting/convecting it to the outer
29 layers as heat.

30 In a preferred embodiment of the invention, illustrated in Fig. 3, the composite
31 insulation zone 24 is a multi-layer zone composed of alternating layers of thin metallic foils
32 31 having ceramic insulating layers 32 disposed between adjacent ones of the foils 31. The
33 foils 31 preferably are made from a highly reflecting or low emissivity metal or metal alloy,

1 most preferably aluminum. By "highly reflecting," it is meant that majority of infra-red
2 radiation is reflected and not transmitted. The most preferred case is 100% reflectance of
3 infra-red radiation and 0% transmission or absorption. The next most preferred is at least
4 80% reflectance. By "low emissivity," it is meant that emissivity is less than 0.5 and
5 preferably less than 0.3. According to published literature, polished aluminum typically has
6 emissivity in the range of 0.1 to 0.2 even if it is oxidized at 1100°F. [Ref: Transport
7 Phenomena in Metallurgy by G.H. Geiger and D.R. Poirier Addison-Wesley Publishing Co.
8 1973]. The presence of the foils 31 facilitates a substantial reduction in radiative heat
9 transfer. The use of multiple foils 31 in the composite insulation zone 24 assures their
10 effectiveness in the case of degradation of their properties under excessive heat, specifically
11 for those foils at a temperature above 1100°F. The metallic foils preferably are 0.005-0.2
12 mm, preferably 0.01-0.1, preferably about 0.02-0.05, mm thick. Though it is preferred (for
13 simplicity) that all the metallic foils 31 in the insulation zone 24 are made from the same
14 material and have the same thickness, it is contemplated that different metallic foils 31 can be
15 made from different metals or have different thicknesses. For example, based on the
16 reflectance and/or emissivity properties of different metals, one may select combinations of
17 foils 31 to provide an insulating zone 24 having insulating properties that are particularly
18 suited or adapted to a specific application, exhaust gas temperature, or desired outer surface
19 manifold temperature. Foils 31 closer to the inner layer 22 may be selected from high
20 temperature oxidation resistant alloys such as polished nickel or cobalt alloys, while foils
21 closer to outer layer 28 may be aluminum or aluminum alloys. Determination and selection
22 of further combinations of metallic foils 31 as described herein can be made for a specific
23 application by persons of ordinary skill in the art without undue experimentation.

24 The ceramic insulating layers 32 in the composite insulation zone 24 preferably are
25 composed of ceramic fibers and/or non-fibrous (preferably colloidal) ceramic filler material
26 similarly to the inner layer 22. The ceramic fibers and filler material used in the ceramic
27 insulating layers 32 can be the same materials as inner layer 22, except for a given insulating
28 layer 32 they are combined in different ratios compared to the inner layer 22. In the
29 insulation layers 32, fibers make up 65-99, preferably 70-96, preferably 75-94, preferably 80-
30 92, preferably 85-90, wt. % of the layer, with the balance being ceramic filler material.
31 Alternatively, the ceramic insulating layers 32 can be provided having substantially 100%
32 ceramic fibers with no or substantially no filler material.

33 Preferably, the ceramic fibers in each of the insulating layers 32 are silica fibers,

1 alumina fibers, or aluminosilicate (or boroaluminosilicate) fibers of sufficiently high alumina
2 content, preferably 40-99, more preferably 50-90, more preferably 55-80, most preferably 60-
3 75, wt % alumina. High alumina content in the insulating layers 32 enables the composite
4 insulation zone 24 to resist shrinkage at high temperature. Alternatively, high purity silica
5 fibers may be used if the manifold 10 is to be used with lower temperature exhaust such that
6 the resulting shrinkage of insulation zone 24 will not be greater than 0.5%. The insulating
7 layers 32 preferably have a porosity of 20-95, preferably 40-90, preferably 60-90, preferably
8 70-90, preferably about 75-85, percent. This high porosity is achieved by increasing the ratio
9 of ceramic fibers to filler material as compared to inner layer 22.

10 It is possible to use ceramic filler material having a high level of microporosity,
11 thereby increasing the thermal resistance, and consequent insulation capacity, of the layers
12 32. For example, silica in the form of silica aerogel particles, can be used to fill interfiber
13 spaces to improve insulating characteristics of the layer. The composite insulation zone 24
14 preferably has an overall thickness of 1-40, preferably 2-30, preferably 2-20, mm, including
15 all of the metallic foil 31 and ceramic insulating layers 32 therein.

16 The ceramic insulating layers 32 preferably are rigidized to promote dimensional
17 stability and erosion resistance. Rigidization is preferably achieved with one of the following
18 rigidizers: colloidal silica or silica precursor, colloidal alumina or alumina precursor, finely
19 divided glass frit, or a mixture thereof. Where one of the above (or another) rigidizer is used
20 as the ceramic filler material in a layer 32, no additional rigidizer is required. Where a non-
21 rigidizer is used as the ceramic filler material in a layer 32, that layer preferably also contains
22 1-15, preferably 3-12, preferably 4-10, preferably 5-8, preferably about 6, wt.% rigidizer. In
23 a further preferred embodiment, illustrated in Fig. 4, each pair of metallic foils 31 in the
24 insulation zone 24 encloses and defines a substantially evacuated annular space 35 between
25 the adjacent foils. As seen in the figure, adjacent pairs of foil layers can share a foil layer in
26 common, e.g., yielding the illustrated construction:

27 foil : evacuated space : foil : evacuated space : foil

28 In this embodiment, spacers 36 may be provided to maintain the separation of adjacent
29 metallic foil layers and the integrity of the respective evacuated annular spaces 35.

30 Cylindrical sections of the insulation zone 24 can be made according to this embodiment by
31 joining cylindrical metallic foils 31 around the circumference of their respective terminal
32 edges as shown in Fig. 4a, and then evacuating the thus-defined annular spaces between the
33 foils via known or conventional techniques. The foils can be joined, e.g., by brazing or

1 welding their terminal circumferential portions 42 together to create a circumferential weld-
2 seam between the foils that is substantially air-tight and effective to maintain a vacuum in the
3 annular spaces 35. Each space 35 preferably is filled with insulating ceramic material
4 selected from those materials described for the inner layer 22. In addition, the spaces 35 may
5 also be filled with loose ceramic powder (the term "loose" means no binder is provided, the
6 powder particles are uncohered) with low intrinsic thermal conductivity such as aerogel
7 particle of silica, fumed silica, stabilized and expanded vermiculite having fine pores, etc.

8 Fig. 5 illustrates a further preferred embodiment of the invention, in which a
9 microsphere layer 37 is disposed between adjacent metallic foil 31 layers. Each pair of
10 opposing metallic foil 31 layers defines an annular space 35a between the foils. The annular
11 space is filled with substantially evacuated hollow glass or ceramic microspheres to provide
12 the highly evacuated microsphere layer 37 in between adjacent metallic foils 31 in the
13 composite insulation zone 24. As discussed below, the use of evacuated microspheres
14 makes it easier to provide substantially evacuated spaces in the composite insulation zone 24
15 without having to evacuate annular spaces between metallic foil 31 layers. Such an
16 arrangement allows effective thermal conductivity of the microsphere layer 37 to be less than
17 that of a stagnant air layer of equivalent dimensions. Such a layer of stagnant air has been
18 reported to have thermal conductivity of about 0.02 BTU/hr-ft-°F. Preferably, the
19 microspheres are in the range of 10-1000, preferably 100-500 (+/-10%) microns in diameter
20 having a composition substantially belonging to the system of Al₂O₃-SiO₂-Alkaline Earth
21 Oxide (CaO, MgO, etc) including fused silica with a softening point greater than 2000°F and
22 preferably 2500°F. Suitable microspheres are commercially available from Hy-Tech
23 Thermal Solutions, L.L.C., Melbourne, Florida, USA. The microspheres in the microsphere
24 layer 37 can be, and preferably are, loosely packed in the annular space 35a between adjacent
25 foils 31. By loosely packed, it is meant that the microspheres essentially are poured or
26 injected into the annular space 35a sufficient to fill the space between the foils, but are not
27 adhesively bound to one another or to the foils 31, e.g. using any sort of binder. Loosely
28 packed does not necessarily mean that the microspheres are not packed tightly or crammed in
29 the annular space 35a (they can be), only that no adhesive or binder is used to cohere them.
30 Less preferably, the microsphere layer 37 can include a binder, such as a ceramic binder
31 material, effective to provide a cohesive microsphere layer 37 in the annular space 35a. Use
32 of a binder is less preferred because the binder itself may reduce flowability of microspheres.
33 Preferably, to ensure maximum evacuated volume, microspheres are packed as tightly as

1 possible into the annular space 35a to provide the microsphere layer 37.

2 The evacuated annular space 35 described above and illustrated in Fig. 4 has better
3 insulating properties than the microsphere layer 37 described in the preceding paragraph
4 because the evacuated annular space 35 has a lower thermal mass than the microsphere layer
5 37. However, the microsphere layer 37 may be preferred because it is easier to make and
6 provide in the manifold 10 from a manufacturing standpoint; i.e. it is not required to join the
7 metallic foils 31 circumferentially at their terminal edges because the microsphere layer 37
8 does not depend on a hermetic air tight seal. Instead, the microsphere layer 37 effectively
9 approximates an evacuated space or layer because the internal volumes of the microspheres
10 themselves are evacuated or at substantially reduced pressure as a result of the process by
11 which they are manufactured. Thus, a substantial proportion of the volume of the
12 microsphere layer 37 is evacuated or maintained at substantially reduced pressure. Further,
13 while the microsphere walls themselves are solid, they are made from ceramic material and
14 consequently are poor conductors of heat.

15 It is to be noted the composite insulation zone 24 can be or comprise a combination of
16 any or all of the above-described layers having insulating properties, in alternating
17 arrangement with the metallic foils 31. For example, the composite insulation zone 24 can
18 include a ceramic insulating layer 32, a microsphere layer 37, an evacuated annular space 35,
19 or any combination of these, in alternating arrangement with and separated by metallic foils
20 31. Appropriate combinations of these layers in the composite insulation zone 24 can be
21 determined and selected by a person of ordinary skill in the art without undue
22 experimentation based on a particular application.

23 The composite insulation zone 24 according to the invention is effective to insulate
24 the exhaust gas traveling through passageway 20 adjacent inner layer 22 such that the gas
25 retains at least 80 preferably 85, preferably 90, preferably 95, percent of its initial thermal
26 energy (or temperature) on exiting the manifold 10.

27 The strain isolation layer 26 is an optional layer, and preferably is disposed exterior to
28 and adjacent, preferably in direct contact with, the outer wall surface of composite insulation
29 zone 24. Strain isolation layer 26 is disposed between the composite insulation zone 24 and
30 the outer layer 28. Strain isolation layer 26 is a very thin layer, preferably 0.05-3, more
31 preferably 0.1-2, mm thick, and is preferably made of ceramic fibers and/or ceramic filler
32 material. Preferably, strain isolation layer 26 is composed of the same or similar ceramic
33 fibers as the inner layer 22. However, the ceramic filler material in isolation layer 26 is

1 chosen to be metal resistant; i.e. to resist seepage of molten metal during application or
2 casting of outer structural layer 28 which is preferably a metal layer as will be described. The
3 preferred metal resistant ceramic filler material in strain isolation layer 26 depends on the
4 metal used for outer layer 28. If outer layer 28 is a ferrous metal layer (i.e. steel), then
5 zirconia, alumina, boron nitride, zircon (zirconium silicate $ZrSiO_4$), or a mixture thereof is
6 the preferred ceramic filler material for layer 26. If aluminum or an aluminum alloy is used
7 for outer layer 28, then the preferred ceramic filler material for isolation layer 26 is alumina,
8 boron nitride, calcium aluminoborate glass, calcium aluminoborosilicate, calcium aluminate
9 cement or a mixture thereof. When boron nitride is used (preferably with a ferrous metal
10 outer layer 28), the boron nitride is preferably applied via spray coating, dipping, or other
11 similar means. Boron nitride is preferably applied as a slurry of boron nitride and a liquid
12 such as water, preferably having ceramic fibers as described above dispersed therein. Strain
13 isolation layer 26 preferably has 70-99, preferably 80-90, wt.% ceramic fibers, balance filler
14 material. When boron nitride, zircon, alumina and mixtures containing them are used for the
15 isolation layer, ceramic fibers may not be required but are preferred. Layer 26 is a compliant
16 layer and is not rigidized.

17 Alternatively and preferably, the strain isolation layer is an intumescent mat. The
18 intumescent mat is composed of ceramic fibers, an expandable material, and a binder
19 material, wherein the basic construction is that of a highly porous, compliant, resilient, and
20 spongy fibrous mat. The binder is present in an amount effective to bind the ceramic fibers
21 and the expandable material together in the mat construction to provide a coherent fibrous
22 mat. Suitable binder materials include organic binders such as methyl cellulose ether, less
23 preferably starch, less preferably polyvinyl acetate or polyvinyl butyrol, less preferably
24 another known organic binder, less preferably a mixture thereof. Less preferably the binder
25 can be a mixture of organic and inorganic binders. The expandable material preferably is in
26 the form of embedded particles of vermiculite, perlite, or combinations thereof, which are
27 dispersed throughout the fibrous mat. Vermiculite is a naturally occurring mineral, a member
28 of the phyllosilicate group. Perlite is a naturally occurring siliceous rock or volcanic glass.
29 The distinguishing characteristic of each of these materials is that each exhibits the unique
30 property of expanding many (i.e. 4-20) times on heating. Preferably, the fibrous mat has the
31 following composition by weight: 20-60, preferably 25-50, preferably 30-45 weight percent
32 ceramic fibers, 35-75, preferably 40-65, preferably 45-60 weight percent vermiculite or
33 perlite (or combination) particles, balance ceramic filler or binder material. The binder has

1 the effect of constraining the fibers in their resting orientation or state, resulting in the
2 intumescent mat being resilient (or rebounding) following external compression or expansion
3 of the mat. Conversely, the vermiculite particles expand in volume on being heated, and the
4 expansion of the dispersed vermiculite particles tends to cause the intumescent mat to expand
5 on heating. The result of these competing effects is a compliant, resilient intumescent mat
6 that expands on heating, and contracts or rebounds substantially back to its initial state
7 (unexpanded or substantially unexpanded) on cooling. The expanding/rebounding property
8 of the intumescent mat will be maintained so long as the mat is not heated above the
9 temperature at which the binder is baked off. Once this temperature (referred to as the
10 crossover temperature) has been reached, the binder is depleted from the mat and the force
11 tending to constrain the expansion of the ceramic fibers is removed. Therefore, above the
12 crossover temperature the intumescent mat irreversibly expands from the heat-induced
13 expansion of the dispersed vermiculite (or perlite) particles; on cooling the mat will no longer
14 contract or rebound to its initial state because the contracting/binding influence of the binder
15 material has been removed. Therefore, it will be understood that once the intumescent mat
16 has been cycled once above the crossover temperature, it will no longer rebound from an
17 expanded state.

18 On the other hand, if the crossover temperature is likely to be exceeded (e.g. during
19 operation of the manifold 10) then the thickness of the intumescent mat should be adjusted so
20 that after binder burn-off and consequent expansion of the vermiculite, the inner layer 22 is
21 subjected to a modest compression so that it will not be damaged. Under these conditions, if
22 the metallic outer layer 28 expands relative to ceramic inner layer 22, expansion of the
23 intumescent mat is accommodated by the expanded outer layer 28 resulting in reduced
24 compression at the inner layer 22. It is very important to select the temperature (the reference
25 temperature) at which the metallic outer layer 28 and the ceramic inner layer 22 are
26 assembled, and their relative expansion coefficients. By judicious selection of materials and
27 adjusting effective expansion coefficients, thermal mismatch can be reduced. For example, a
28 cast manifold undergoes a large temperature excursion during fabrication (as determined by
29 the melting point of the metal) and hence there is a greater likelihood of
30 expansion/contraction mismatch once the cast outer layer 28 cools. On the other hand, if the
31 outer layer 28 is provided as an assembly of two split-molded or clamshell molded halves
32 assembled around the inner layers at or near room temperature, the outer layer 28 is less
33 likely to exhibit so great a thermal mismatch with the inner layer 22.

1 For example, aluminum is cast at a temperature in the range of 600-650°C, while its
2 temperature during use as the outer layer in a manifold according to the invention would be
3 much less, e.g. 200-300°C. Therefore, for a manifold whose metal outer layer 28 is
4 assembled at room temperature, the outer layer 28 is likely to be expanding by 200-300°C
5 (operating temperature for the outer layer 28); whereas for a cast metallic outer layer 28, the
6 outer layer would not exhibit any substantial thermal expansion below the casting
7 temperature of 600-650°C, which it will not reach due to the highly insulative properties of
8 the composite insulation zone 24.

9 Therefore, when an intumescent mat is used for the strain isolation layer 26, its
10 expansion-contraction properties and its thickness relative to (a) the gap between the
11 concentric outer layer 28 and the insulation zone 24 and (b) the anticipated thermal
12 excursions due to the fabrication process for the outer layer and the manifold operating
13 conditions, should be taken into account in intumescent material selection.

14 The intumescent (expansion-contraction) property of the intumescent mat is
15 advantageous in the present invention because as the manifold heats up or cools down with
16 respect to a reference temperature determined by the fabrication process, expansion of the
17 metallic outer layer 28 and the various ceramic inner layers (22 and 32) can be mismatched
18 such that they occur at different rates. The intumescent mat allows for and accommodates
19 relatively large changes in the relative displacement of these layers by providing reversible
20 expansion-contraction characteristics over a large fraction of the mat's original thickness. For
21 example, a 2 mm thick intumescent mat layer 26 that exhibits a 50% reversible change in
22 displacement on heating/cooling can fill the space between the outer layer 28 and insulation
23 zone 24, and provide effective support even if the spacing between the layer 28 and zone 24
24 varies from 1 to 3 mm due to thermal mismatch.

25 Strain isolation layer 26 absorbs or dampens vibrational stresses from the engine and
26 from road harshness. Layer 26 also accommodates the unmatched thermal expansion
27 characteristics of outer layer 28 and insulation zone 24. Because layer 28 is preferably made
28 of metal, and in preferred embodiments the insulation zone 24 includes ceramic layers 32, the
29 outer layer 28 has a much higher coefficient of thermal expansion than insulation zone 24
30 (typically about or at least twice as high). Consequently, the expansion and contraction of
31 outer layer 28 (due to thermal cycling) likely would cause the ceramic layers in the composite
32 insulation zone 24 to fracture in the absence of a compliant strain isolation layer 26. Even
33 when ceramic insulating layers 32 are not used, the strain isolation layer 26 still prevents or

1 minimizes mechanical stresses from the outer layer 28 from being transferred ultimately to
2 the ceramic inner layer 22 which may be damaged or crack under mechanical stress.

3 In the absence of a strain isolation layer 26, intumescent tabs 38 can be provided in
4 openings 44 made at discrete locations through the layers of the composite insulation zone 24
5 (see Fig. 6) in order to stabilize the inner layer 22 relative to the outer layer 28 through
6 thermal cycling of the exhaust manifold 10. In addition, if a strain isolation layer 26 is
7 absent, the intumescent tabs 38 dampen mechanical vibrations or stresses between the outer
8 layer 28 and the inner layer 22. Such damping is important to ensure the inner layer 22 of the
9 manifold is not damaged or cracked from mechanical stresses as described in the preceding
10 paragraph. The intumescent tabs 38 can be made or cut from the same material as the
11 intumescent mat previously described.

12 As indicated above, outer layer 28 is a structural layer and preferably is made from
13 metal. Preferably, layer 28 is a metal-containing layer or a metal composite layer. Metal-
14 containing materials and metal composites are generally known in the art. Preferably, a metal
15 composite layer contains ceramic filler material such as SiC, alumina, or a mixture thereof.
16 Outer layer 28 preferably is disposed exterior to and adjacent the strain isolation layer 26 if
17 present. In the absence of a strain isolation layer, outer layer 28 is disposed exterior to and
18 adjacent the insulation zone 24. An outer metal layer provides mechanical and impact
19 strength, and ensures gas-tightness of the invented exhaust manifold. Preferably, outer layer
20 28 is made of a ferrous metal, preferably cast ferrous metal or metal alloy such as steel. Less
21 preferably, outer layer 28 is made from aluminum, less preferably any other suitable metal or
22 metal alloy known in the art. Aluminum conserves weight, but may be subjected to creeping
23 under stress from an applied load. This is why a ferrous metal (such as steel) outer layer 28 is
24 preferred. However, aluminum can be used if steps are taken to avoid excess loading of the
25 manifold to maintain stresses below the creep threshold, i.e. with brackets to support the
26 manifold. Preferably, the outer layer 28 is 1-25, preferably 2-20, preferably 5-15, mm thick.

27 The exhaust manifold according to the invention, having a ceramic inner layer 22, a
28 composite insulation zone 24, strain isolation layer 26 a metal outer layer 28, preferably is
29 made as follows. The inner layer 22 is made first by slip casting the inner layer 22 in the
30 appropriate configuration for the desired manifold; i.e. having the appropriate piping
31 configuration, number and placement of runners, etc. Slip casting techniques are very well
32 known in the art and will not be described further here, except to describe the preferred slip
33 casting composition. The slip casting composition, also called "slip" preferred for use in the

1 present invention is a fused silica based slip composition. Such a fused silica slip
2 composition is available from Industrial Ceramic Products, Marysville, Ohio. The slip
3 composition is used to produce the layer 22 such that after firing, it is resistant to thermal
4 shock, dimensional changes at elevated temperatures and resistant to high velocity gases.

5 The metallic outer layer 28 is prepared as two clamshell halves that can be suitably
6 joined, e.g. along mating perimeter flanges 40 provided on each of the outer layer clamshells.
7 Alternatively, the clamshells can be suitably joined by welding as known in the art. Prior to
8 joining the outer layer clamshells, the strain isolation layer 26 (if present), composite
9 insulation zone 24 and previously slip cast inner layer 22 are prepared and assembled
10 together in the appropriate order, and placed within the volume of one of the clamshell halves
11 such that the other clamshell half of the outer layer 28 can be fit thereover, enclosing all the
12 constituent layers to form the manifold 10. Then the clamshell halves are suitably joined by a
13 conventional technique to provide the finished exhaust manifold 10. Alternatively, if a metal
14 seepage-resistant strain isolation layer is used, the inner layer 22, insulation zone 24 and
15 strain isolation layer 26 can be constructed and assembled, and then used as a mold core for
16 casting the outer metal layer 28 directly thereto.

17 To make the composite insulation zone, at least one metallic foil 31 is coated on one
18 of its surfaces with ceramic fibers, hollow micro-spheres, ceramic binder, ceramic
19 particulates etc., depending on the desired embodiment for the insulation zone 24 as
20 described above. For ceramic insulating layers 32, the coating can be provided as an
21 appropriate slurry having the desired combination or ratio of fibers to filler material as
22 described above. Such ceramic slurries are well known in the art, and typically contain from
23 1 to 2 percent by weight solids, balance water. A second metallic foil is then provided over
24 the coating on the first foil surface to provide a sandwich composite. This composite is then
25 folded to conform to the proper shape and contour within the outer layer 28 clamshell half,
26 between the inner layer 22 and strain isolation layer 26 (if present) prior to fitting the second
27 outer layer 28 clamshell half to complete the manifold. Additional layers of foil/ceramic can
28 be provided if it is desired to provide a composite insulation zone 24 having multiple ceramic
29 insulation layers 32. Once the manifold is assembled, it is heated to bake off the water from
30 the ceramic slurries and cure the ceramic insulating layers 32. If evacuated annular spaces 35
31 are to be used, the metallic foils are formed into concentric cylindrical forms and their
32 terminal circumferential edges are joined as described above and illustrated in Fig. 4a, around
33 the inner layer 22. For simplicity of construction in this embodiment, the composite

1 insulation zone can be made in a plurality of discrete sections which are separately and
2 adjacently fitted around the slip cast inner layer 22. If a microsphere layer 37 is to be used,
3 then adjacent metallic foils 31 first are assembled to provide the composite insulation zone
4 24, and then microspheres preferably are injected into the intermediate annular space 35a
5 between adjacent metallic foils.

6 In a further embodiment, a catalyst belonging to a family of inorganic compounds,
7 ABO_x with O being oxygen, is added to the inner surface 21 of the inner layer 22. Preferably
8 the catalyst has either a perovskite structure (with A being a rare earth element and an
9 alkaline earth element, and B being a transition metal element), or a fluorite structure (with A
10 being a rare earth element and B being Ce or Zr). For a perovskite catalyst, A is preferably
11 La and Sr, and B is preferably Fe, Co or Mn, less preferably Ti, Ga, Cr, or Ni. For a fluorite
12 catalyst, A is preferably a rare earth metal such as Gd or Y and less preferably alkaline earth
13 metal such as Ca or Mg. In addition, other known catalysts, such as partially substituted
14 $BiMoO_3$ and Gd-doped CeO_2 can be used. Such a catalyst preferably is activated at a lower
15 temperature than the platinum and palladium catalysts typical of most catalytic converters,
16 and can begin to convert CO and NO_x to CO_2 and N_2 and O_2 during the period prior to light
17 off after a vehicle is started. The catalyst preferably is provided as finely divided (preferably
18 colloidal) particles, and can be added to the inner layer slip prior to slip casting thereof.
19 Preferably, the catalyst particles are 0.1-5, preferably 0.5-4, preferably 1-3, wt.% of the total
20 solids in the inner layer slip.

21 An exhaust manifold according to the invention has at least the following advantages.
22 Faster light off of the catalytic converter will occur because the exhaust gas retains a greater
23 proportion of its initial thermal energy on entry into the catalytic converter. Also, because
24 heat loss to the exhaust manifold is significantly reduced, lighter metal such as aluminum can
25 be used in the manifold provided operational stresses to the manifold are minimized as
26 described above. The need for heat shields may also be reduced or eliminated. Further,
27 manifolds disclosed herein resist erosion and corrosion because the ceramic inner layer 22
28 effectively resists these effects.

29 Additional information, including an experiment and test data, is provided in the
30 attached pages following the ABSTRACT OF THE DISCLOSURE.

31 Although the hereinabove described embodiments of the invention constitute the
32 preferred embodiments, it should be understood that modifications can be made thereto
33 without departing from the scope of the invention as set forth in the appended claims.

Title of the invention: A highly Insulating Exhaust Manifold & Method

Keywords: Multi-Layered Insulation, Automotive Exhaust Manifold, Ceramic Manifold

Description of the invention: A novel exhaust manifold and a process for producing the same have been discovered for internal combustion engines. Its superior insulating qualities allow operation under severe operating conditions such that outer shell of the manifold is maintained at a temperature that is substantially lower than the temperature obtained in a conventional cast iron manifold.

A manifold is constructed out of a split metallic shell that acts as a clam shell (#3 in the following drawings) around a highly insulating core. In a preferred embodiment, a thermal shock resistant, erosion resistant slip-cast ceramic body (#1 in the following drawings) is used to define an internal exhaust gas passageway. This ceramic is surrounded by a multi-layer body (#2 in the following drawings) of thin highly reflecting or low emissivity metallic foils separated by thin insulating layers of ceramic coating. This coating may contain one or more of the following materials: ceramic fibers, hollow micro-spheres, ceramic binder, ceramic particulates etc. Preferably the metal foil is made out of aluminum that is coated with a suitable ceramic insulating layer. These foils are then molded into a shape that occupies space between the slip cast ceramic body and outer metallic clam-shell. In another method, the metallic foil is formed inside each of the metallic clam shell and coated with a thin ceramic coating and the process is repeated until a multi-layer insulating zone is obtained to fill the space between the slip cast ceramic core and the outer metallic clam-shell. Small tabs of expandable gasket such as intumescent mat are used to keep slip cast core in position during thermal cycling. Also, in another embodiment, a part of multi-layer metal/ceramic sandwich is replaced by ceramic micro-spheres or ceramic fibers that can be injected into the space between slip cast ceramic core and adjacent insulating layers.

(See drawings in the Appendix)

Specific Example:

A slip cast disc of fused silica refractory was fabricated by pouring a ceramic slip on a Plaster of Paris mold (ICP formulation #ICP-3, obtained from ICP, Ohio) and drying. After drying it was fired in a ceramic kiln. A multi-layer sandwich (A) was prepared by laminating layers of aluminum foil and ceramic paper. Another sandwich (B) was prepared by laminating layers of aluminum foil coated with thin layer of Zyalite paste (Vesuvius). Sample 1 & 2 were prepared by combining the slip cast disc with A and B respectively. The samples were tested in a set up designed to measure high temperature thermal resistance. The results are given in Table 1.

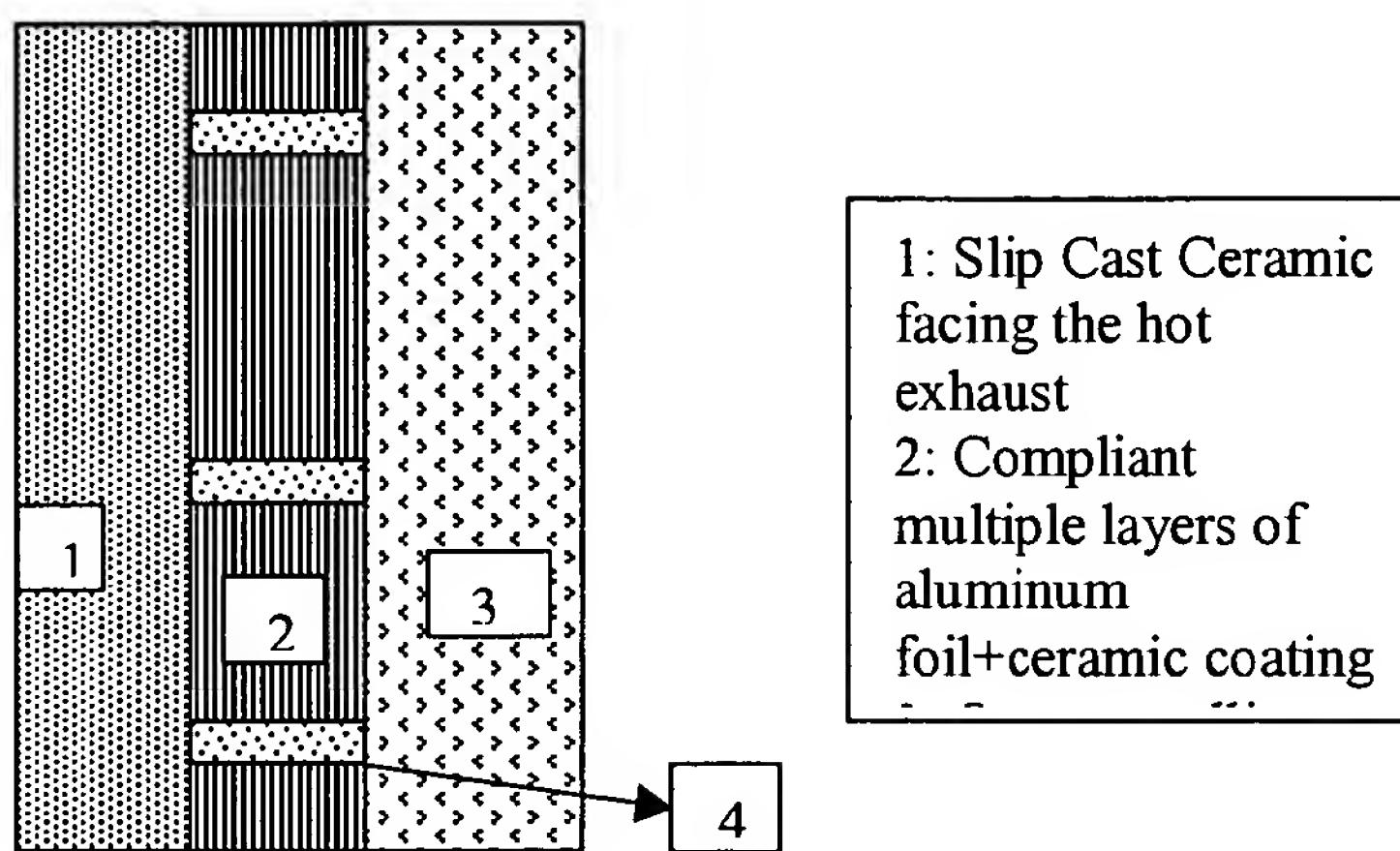
	Sample 1	Sample 2	Sample 3	Reference
Slip Cast ICP-3 thickness	0.265"	0.265"	0.265"	0.265
Laminate Thickness	0.105"	0.120"	0.120"	None
Laminate Type	Aluminum/Ceramic Paper	Aluminum/Zyalite	Aluminum/Zyalite	None
Hot Face Temp. of ICP (F)	1875	#1. 1856 #2. 1882	1906	1851
Cold Face of 0.187" Cold Rolled Steel (F)	340	#1: 325 #2: 384	212	878
Ambient Air	71F, 20% RH Air Speed -0	71F, 20% RH Air Speed -0	72F, RH=20% Air Speed 8.9 MPH	71F, 20% RH Air Speed -0
Comments	Cold Rolled Steel simulates metallic clam-shell	Cold Rolled Steel simulates metallic clam-shell	Cold Rolled Steel simulates metallic clam-shell	

The use of a multi-layer insulating zone comprising a metallic foil and ceramic coating has not been disclosed in the public literature.

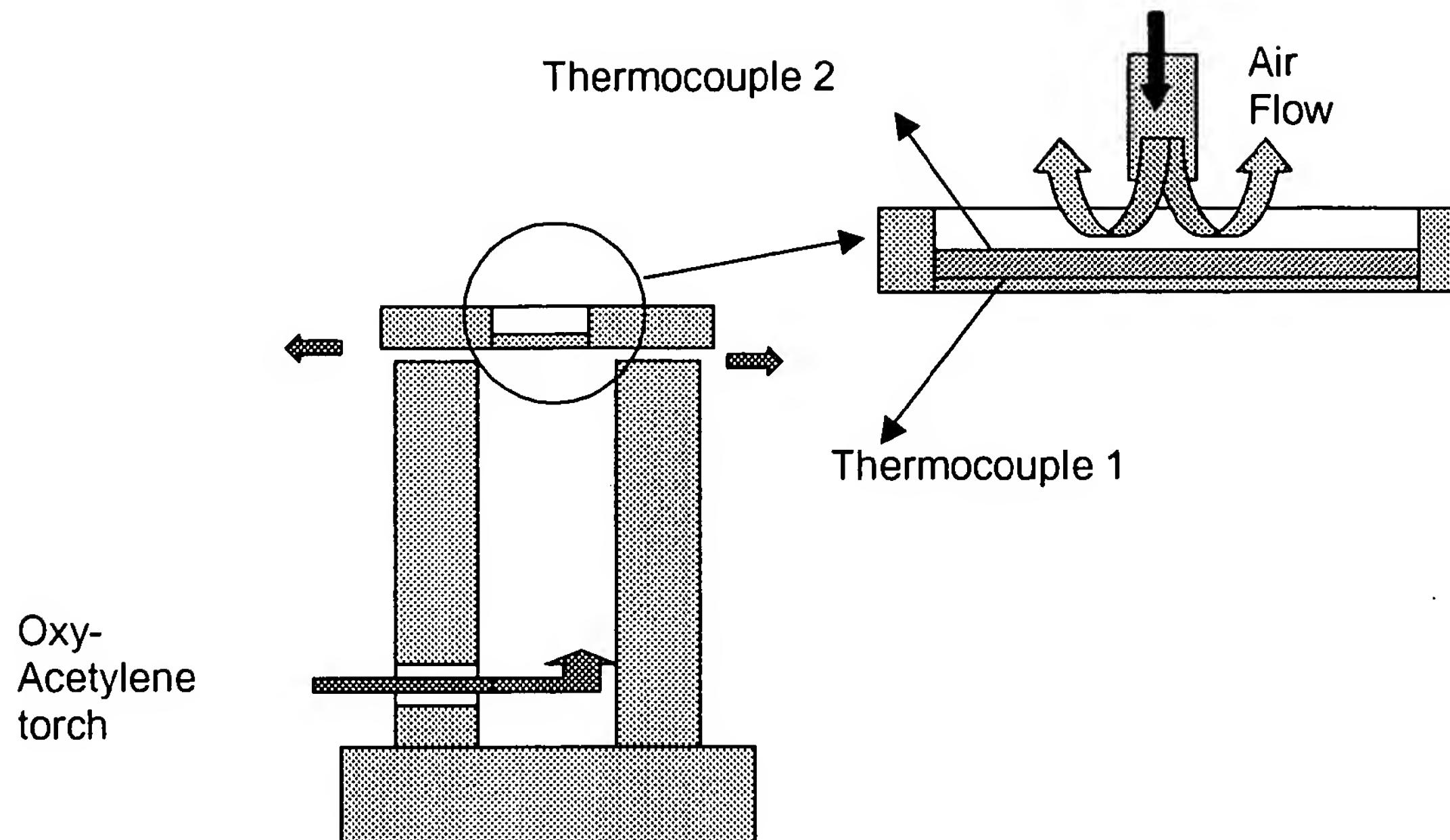
Unexpected Benefits/Advantages: Advantages of the ceramic lined metal exhaust manifold are: significant reduction in heat loss from exhaust gas into the engine compartment, more fuel efficient engine operation, and reduce catalyst warm-up time to optimum catalytic converter performance or fast light-off. In addition, reduction of under hood temperature allows selection of lower cost polymers for electrical insulation.

Appendix

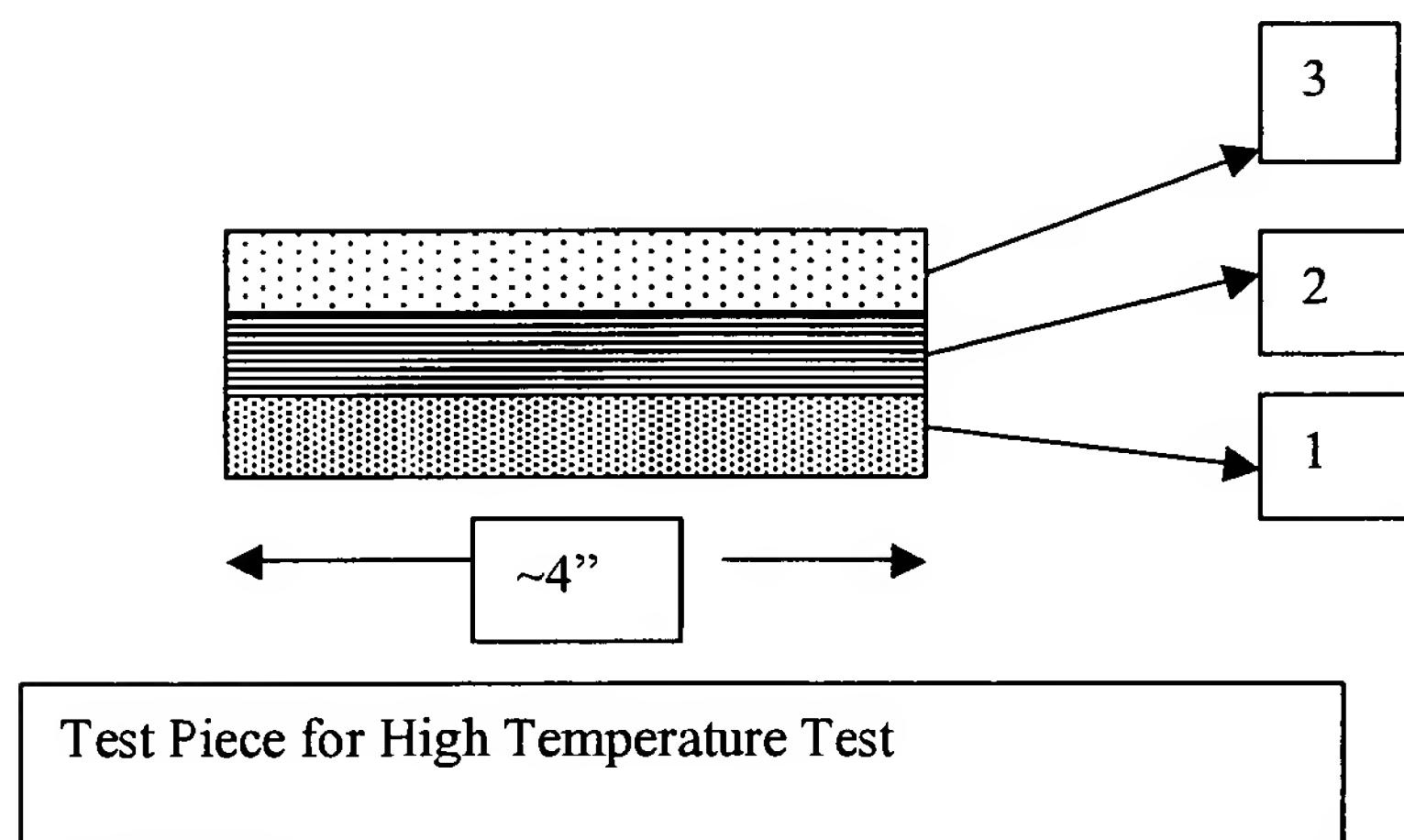
Architecture of the Manifold



High Temperature Test Set-Up



Schematic of gas-fired hot chamber. Insulation is 1" thick Fiberfrax boards.



WHAT IS CLAIMED IS:

1. An exhaust manifold comprising a ceramic inner layer defining an exhaust gas passageway, a composite insulation zone disposed exterior to and adjacent said inner layer, and an outer structural layer disposed exterior to said composite insulation zone, said composite insulation zone comprising at least one metallic foil layer.
2. An exhaust manifold according to claim 1, said composite insulation zone comprising a plurality of said metallic foil layers and at least one ceramic insulating layer disposed between adjacent ones of said metallic foil layers.
3. An exhaust manifold according to claim 1, said composite insulation zone comprising a plurality of said metallic foil layers and at least one substantially evacuated annular space disposed between adjacent ones of said metallic foil layers.
4. An exhaust manifold according to claim 3, said evacuated annular space being enclosed and defined by said adjacent ones of said metallic foil layers.
5. An exhaust manifold according to claim 1, said composite insulation zone comprising a plurality of said metallic foil layers and at least one microsphere layer disposed between adjacent ones of said metallic foil layers.
6. An exhaust manifold according to claim 5, said microsphere layer being a highly evacuated microsphere layer.
7. An exhaust manifold according to any one of the preceding claims, further comprising a strain isolation layer disposed between said composite insulation zone and said outer structural layer.
8. An exhaust manifold according to claim 7, said strain isolation layer being an intumescent mat.
9. An exhaust manifold according to claim 8, said intumescent mat comprising, by

weight, 20-60 percent ceramic fibers, and 35-75 percent expandable material.

10. An intumescent mat according to claim 9, said expandable material being vermiculite, perlite, or a mixture thereof.

11. An exhaust manifold according to claim 9, said intumescent mat further comprising an organic binder material effective to bind said ceramic fibers together to provide a coherent fibrous mat.

12. An exhaust manifold according to claim 8, said intumescent mat being a highly porous, compliant and resilient fibrous mat.

13. An exhaust manifold according to claim 9, said intumescent mat exhibiting the property of expanding on heating of said mat, and contracting on cooling thereof.

14. An exhaust manifold according to claim 9, said intumescent mat having a crossover temperature below which said mat exhibits the property of expanding on heating and contracting on cooling, and above which said mat no longer exhibits the property of contracting on cooling.

15. An exhaust manifold according to claim 1, wherein said inner layer is 0.05-5 mm thick.

16. An exhaust manifold according to claim 1, wherein said composite insulation zone is 1-40 mm thick.

17. An exhaust manifold according to claim 1, wherein said outer layer is 1-25 mm thick.

18. An exhaust manifold according to claim 7, said strain isolation layer being a compliant layer effective to accommodate unmatched thermal expansion between said outer structural layer and said composite insulation zone.

19. An exhaust manifold according to claim 1, wherein said inner layer comprises a catalyst effective to convert at least a portion of CO and NO_x in an exhaust gas flowing through said exhaust passageway to CO₂, and N₂ and O₂ respectively.

20. An exhaust manifold according to claim 19, wherein said catalyst has the form ABO_x and is selected from the group consisting of a) a perovskite catalyst, wherein A is a rare earth element and an alkaline earth element, and B is a transition metal element; and b) a fluorite catalyst, wherein A is a rare earth element and B is Ce or Zr.

21. An exhaust manifold according to claim 20, said catalyst being a perovskite metal oxide catalyst, wherein A is lanthanum and strontium, and B is selected from the group consisting of iron, cobalt, manganese, titanium, gallium, chromium, and nickel.

22. An exhaust manifold according to claim 21, where x is 2-5.

23. An exhaust manifold according to claim 19, said catalyst being a fluorite metal oxide catalyst, wherein A is a rare earth element, B is either Ce or Zr.

24. An exhaust manifold according to claim 23, where x is 1-4.

25. An exhaust manifold according to claim 1, further comprising a plurality of intumescent tabs provided in openings made at discrete locations through said composite insulation zone to stabilize the inner layer relative to the outer layer, and to dampen vibrational stress therebetween.

ABSTRACT OF THE DISCLOSURE

An exhaust manifold is provided having a ceramic inner layer defining an exhaust gas passageway, and a composite insulation zone that is highly thermally insulating. The manifold preferably has a metal outer structural layer to impart strength to the manifold. The composite insulation zone includes a plurality of metallic foils in alternating arrangement with layers having insulating qualities, which construction has been found to impart superior insulating properties compared to conventional exhaust manifold constructions. In the composite insulation zone, the layers having insulating qualities can be ceramic layers, evacuated spaces, microsphere layers including substantially evacuated microspheres, or a combination of these.

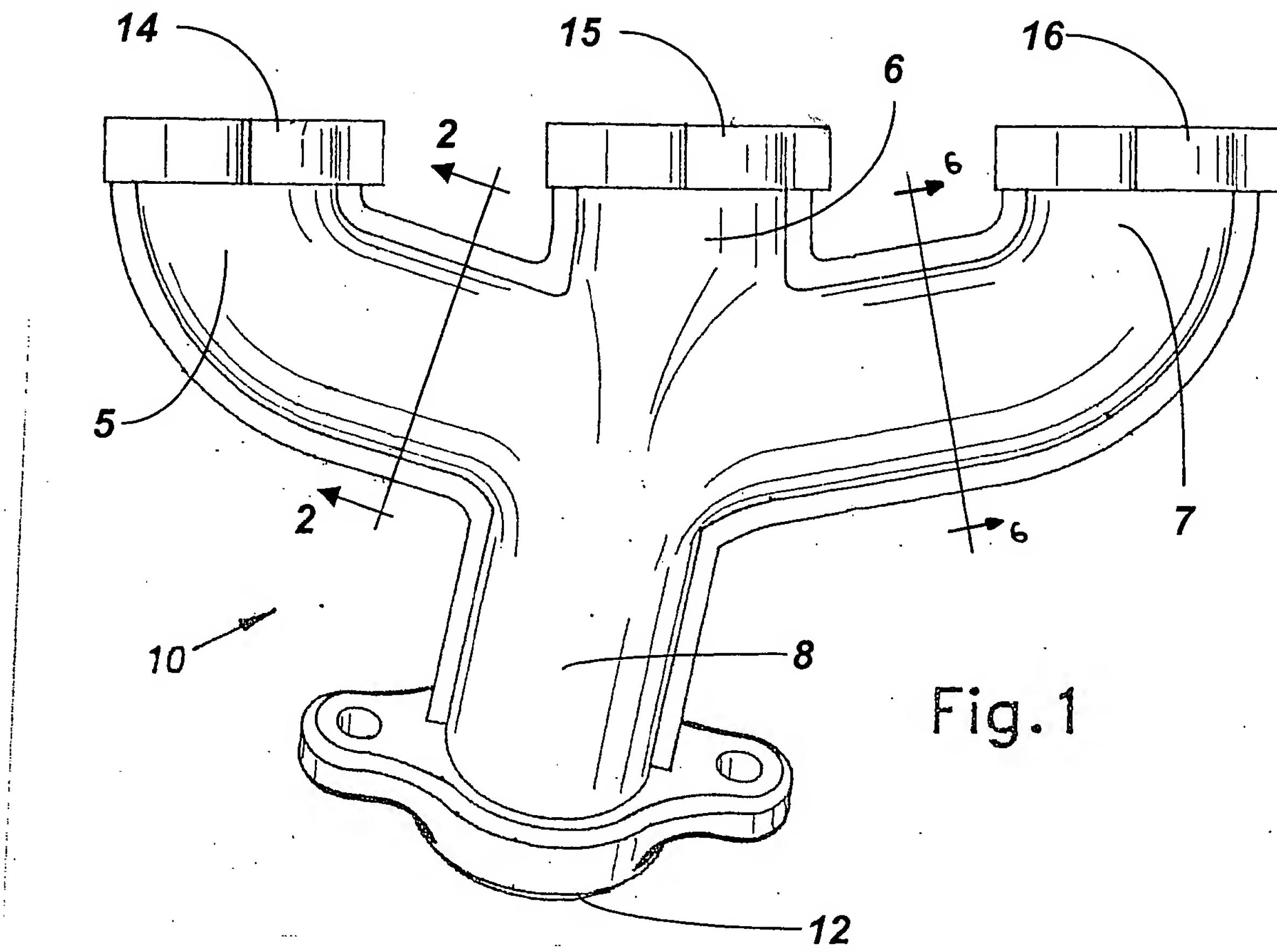


Fig.1

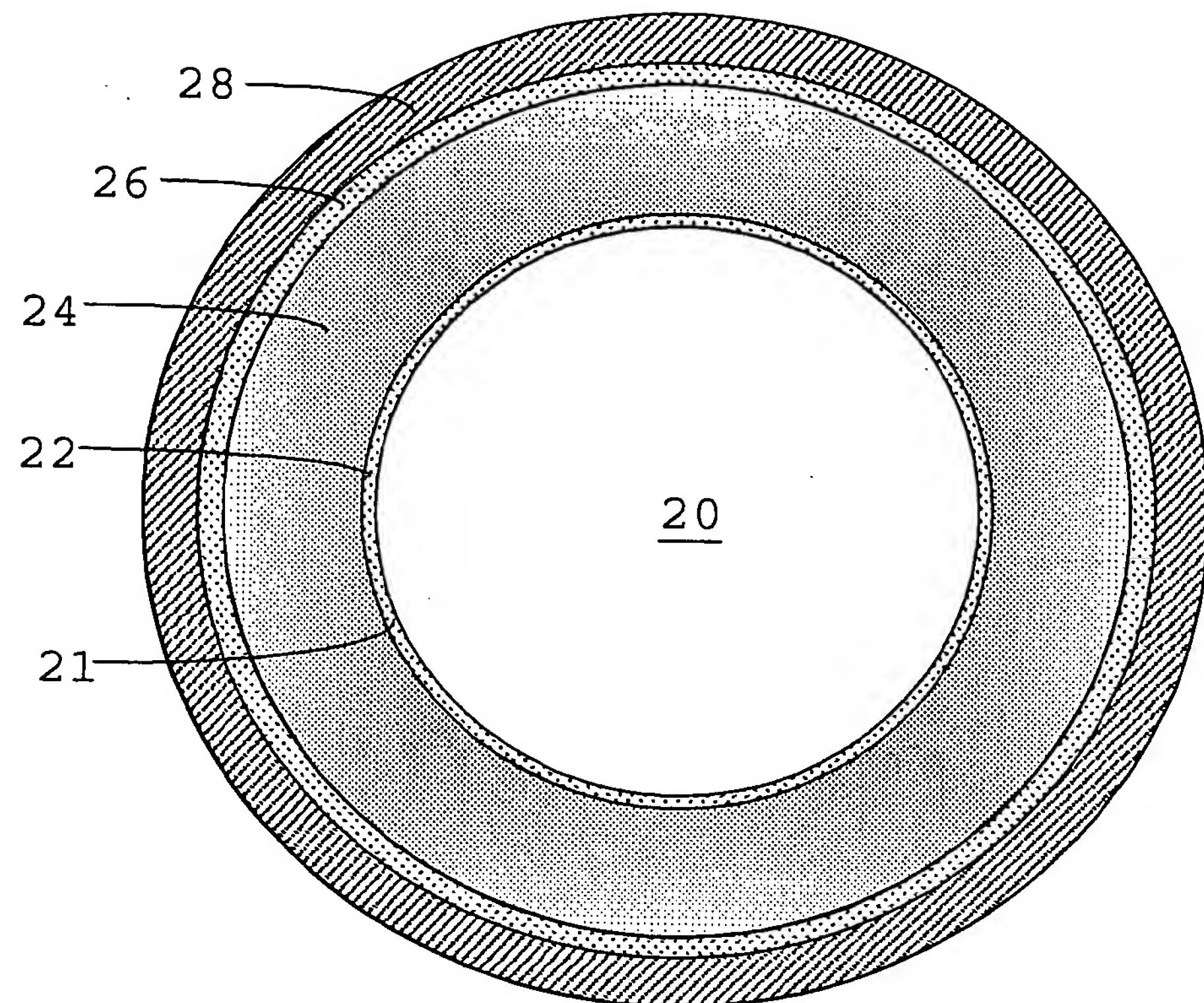


Fig. 2

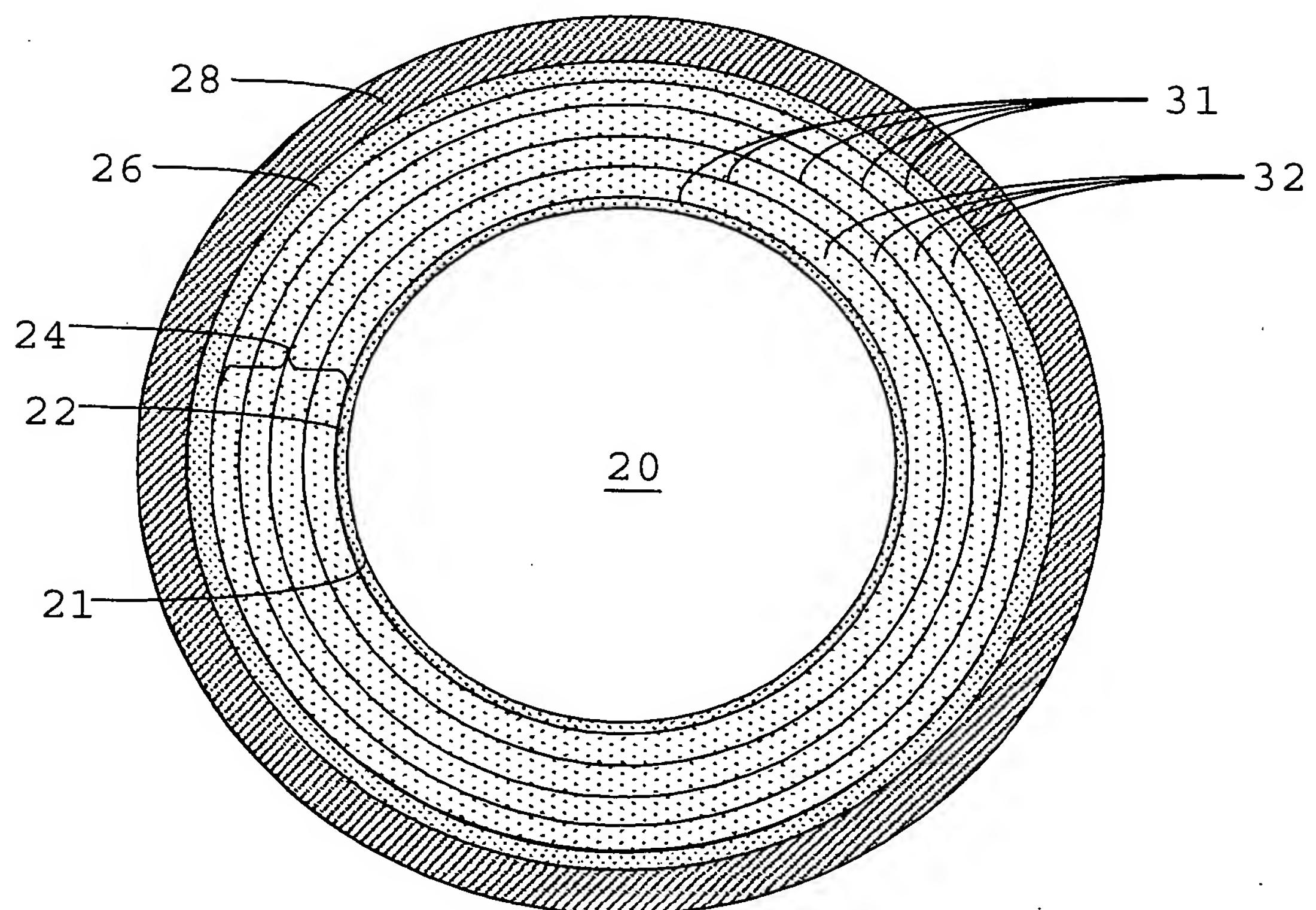


Fig. 3

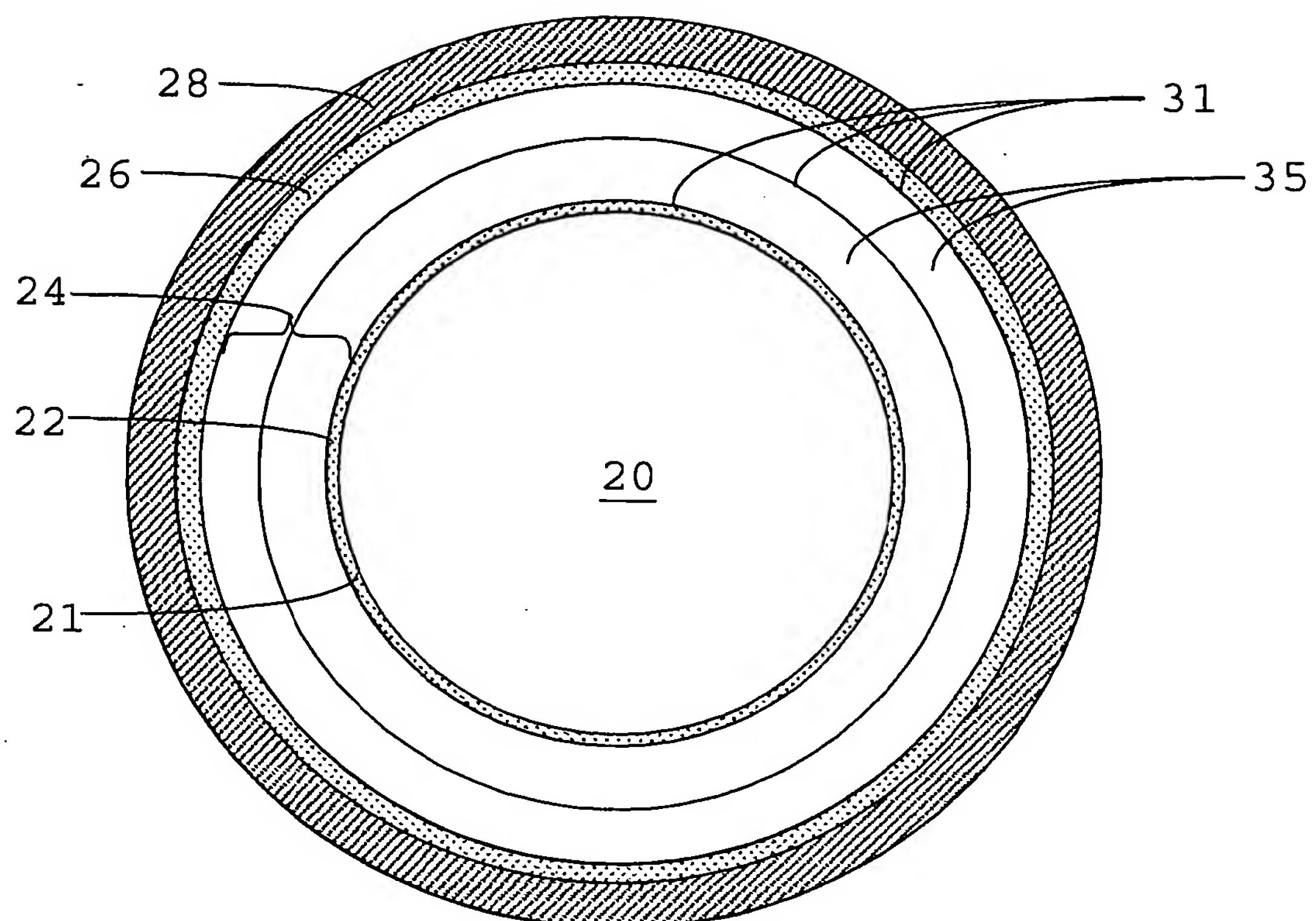


Fig. 4

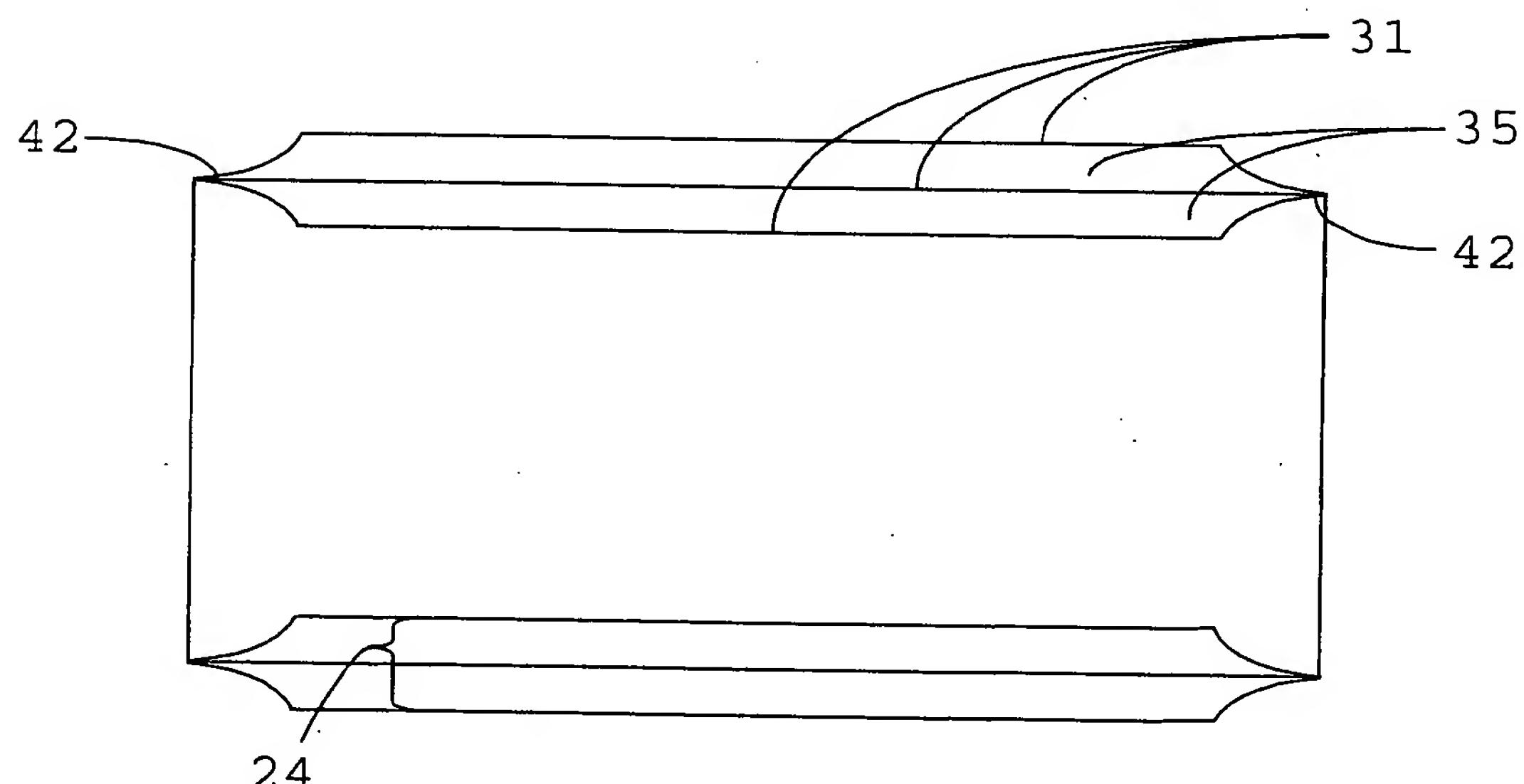


Fig. 4a

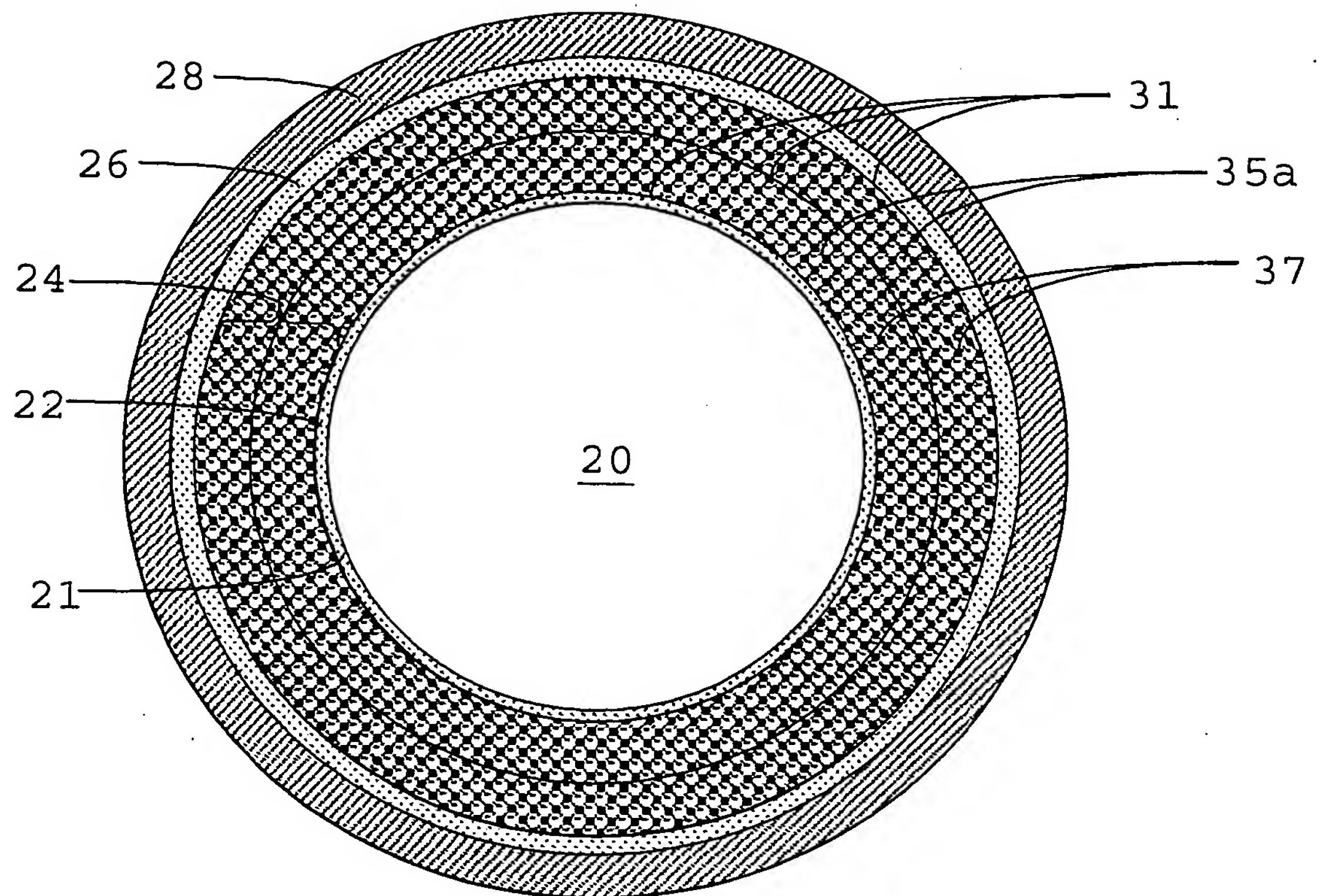


Fig. 5.

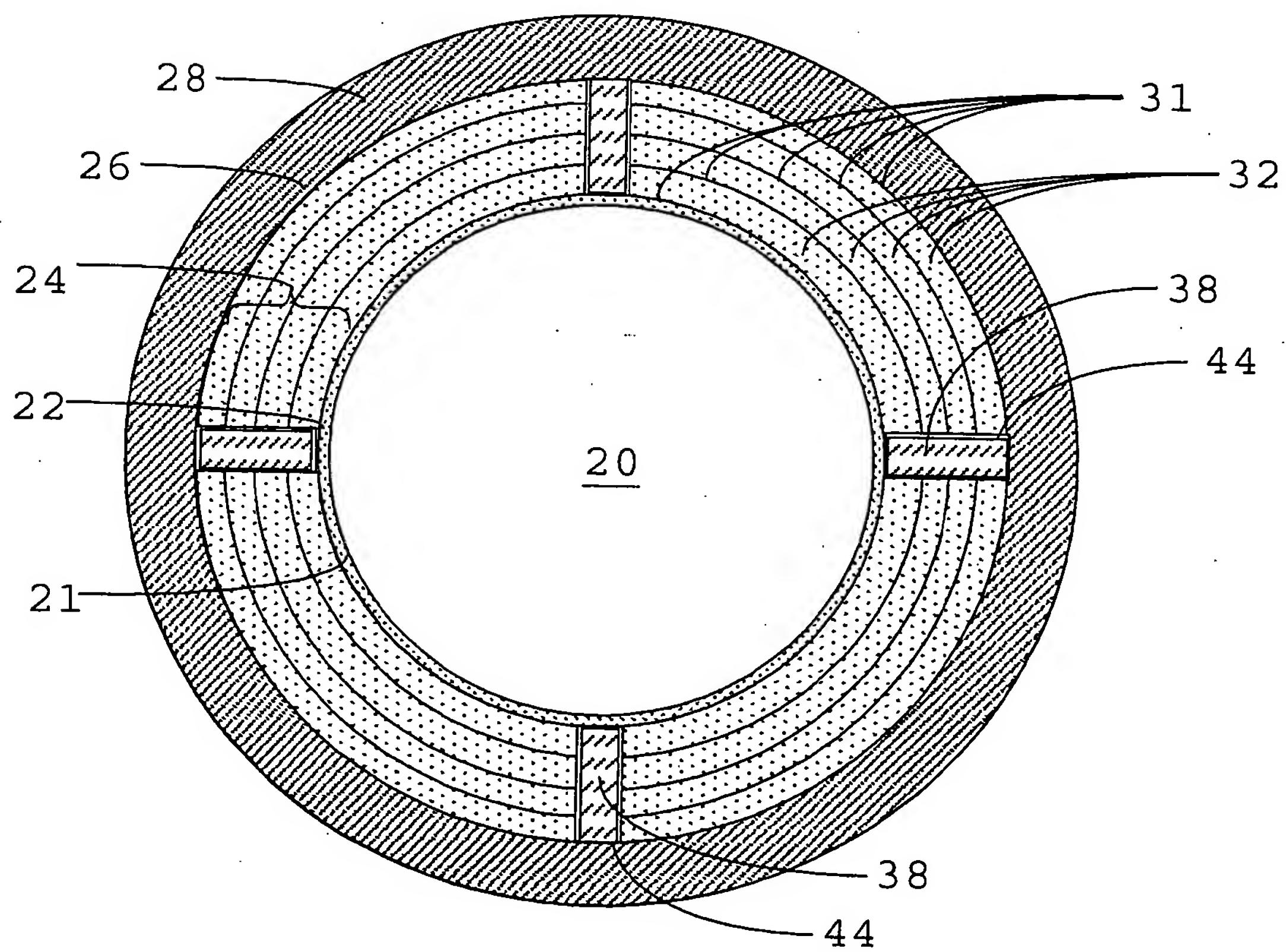


Fig. 6